

## Message Text

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PAGE 01 BOGOTA 10540 301458Z

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TAGS: ELTN CO

SUBJ: ECONOMIC RATIONALE FOR COLOMBIAN SEGMENT - PAN AMERICAN  
HIGHWAY

REF: WHITE-DEVINE TELCON NOV 26, 1974

1. ECONOMIC BENEFITS TO BE DERIVED FROM COLOMBIAN SEGMENT OF  
PAN AMERICAN HIGHWAY WOULD APPEAR TO BE SIMILAR TO THOSE ATTRIBU-  
TABLE TO PANAMANIAN SEGMENT, ALTHOUGH ON A LESSER SCALE.  
SPECIFICALLY, WE SEE FOLLOWING BENEFITS ACCRUING TO COLOMBIA  
OVER THE NEAR AND LONG TERM:

A. IMPROVED COMMUNICATIONS - THE COLOMBIAN SEGMENT WILL IMPROVE  
COMMUNICATIONS THROUGHOUT THE NORTHWESTERN PART OF THE COUNTRY.  
THE ROAD ITSELF WILL PROVIDE NOW ISOLATED TOWNS AND VILLAGES  
WITH AN ALL-WEATHER LINK TO THE LARGER CITIES IN COLOMBIA AND  
EVENTUALLY WILL SERVE AS A TRUNK FOR TRIBUTARY ROADS TO EXISTING  
AND NEW COMMUNITIES AND LUMBERING AND FARMING DEVELOPMENTS.

B. SETTLEMENT - THE AREA TO BE CROSSED BY THE COLOMBIAN SEGMENT  
IS SPARSELY SETTLED. COMPLETION OF THE ROAD WILL GIVE CENTRAL  
GOVERNMENT PLANNERS AN OPPORTUNITY TO PROMOTE THE MORE INTEGRATED  
DEVELOPMENT OF THE REGION, INCLUDING NEW SETTLEMENTS, AS

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PAGE 02 BOGOTA 10540 301458Z

APPROPRIATE.

C. ECONOMIC GROWTH - THE ECONOMY OF THE REGION IS MAINLY AT THE SUBSISTANCE LEVEL, ALTHOUGH SOME LUMBERING AND FISHERY ACTIVITIES ARE IN EVIDENCE. THE ROAD SHOULD PROVIDE AN IMPETUS TO DEVELOPMENT, WITH FOREST PRODUCTS AND AGRO-INDUSTRIES BEING IN THE FIRST PHASE AND TROPICAL FRUITS AND FISH AND SHRIMP COMING LATER. THE ROAD WILL PROVIDE AN ECONOMIC MEANS FOR THESE PRODUCTS TO REACH THE MAJOR MARKETS IN COLOMBIA, AS WELL AS IN PANAMA AND POSSIBLY POINTS FURTHER NORTH.

D. COMMERCIAL DEVELOPMENT - BEGINNING WITH THE CONSTRUCTION OF THE HIGHWAY AND SUBSEQUENTLY AIDED BY THE GROWTH IN AGRICULTURE AND INDUSTRY, THE DEVELOPMENT OF SERVICES AND COMMERCE WILL TAKE PLACE. THIS IS LIKELY TO INCLUDE TRUCKING, SERVICE AND REPAIR STATIONS, FREIGHT FORWARDERS AND BROKERS, RESTAURANTS AND TOURIST ACCOMMODATIONS.

2. BENEFITS THAT ARE LESS TANGIBLE THAN THOSE LISTED ABOVE, BUT OF EQUAL OR PERHAPS EVEN GGREATER IMPORTANCE, INCLUDE:

A. THE FURTHER PROMOTION OF US STANDARDS IN HIGHWAY CONSTRUCTION AND MAINTENANCE IN COLOMBIA

B. THE STRENGTHENING OF THE COLOMBIAN BUREAUCRACY. THE BILATERAL AGREEMENT PROVIDES FOR THE ESTABLISHMENT WITHIN THE MIN OF PUBLIC WORKS OF NEW MANAGEMENT AND COST ACCOUNTING STANDARDS WITH REGARD TO THE NEW HIGHWAY. A SEPARATE AGREEMENT PROVIDES FOR THE ESTABLISHMENT OF A NEW NATIONAL PARK WITH REQUIREMENTS FOR RESOURCE MANAGEMENT BOTH WITHIN THE PARK AND IN CONTIGUOUS AREAS.

C. STIMULUS TO OTHER HIGHWAY PROGRAMS. UNDER EXISTING COLOMBIAN LEGISLATION, COLOMBIAN FUNDS SPENT ON THE DARIEN GAP MUST BE MATCHED BY FUNDING OF OTHER SPECIFIC ROAD PROJECTS WHICH WILL BE OF DIRECT BENEFIT TO OTHER REGIONS OF THE COUNTRY.

D. PROGRESS TOWARDS THE CONTROL OF AFTOSA IN COLOMBIA, UNDER THE PROVISIONS OF A COMPLIMENTARY BILATERAL AGREEMENT. IF SUCCESSFUL, THE AFTOSA CONTROL PROGRAM WILL HAVE A POSITIVE IMPACT ON THE DEVELOPMENT OF THE COUNTRY'S CATTLE AND MEAT INDUSTRY.

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PAGE 03 BOGOTA 10540 301458Z

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